

April 4, 2000

TO: Members of the MAG Management Committee

FROM: Frank Fairbanks, Phoenix, Chairman

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, April 12, 2000 - noon (Meeting will begin promptly at noon)
MAG Office, Suite 200 - Saguaro Room
302 North 1st Avenue, Phoenix

Please park in the garage under the building, bring your ticket, parking will be validated. Special parking places marked “MANAGEMENT COMMITTEE MEMBER” will be reserved for Management Committee members on the fourth and fifth levels of the garage. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

The next Management Committee meeting will be held at the MAG offices at the time and place noted above. The agenda and summaries are being transmitted to the members of the Regional Council to foster increased dialogue regarding the agenda items between members of the Management Committee and Regional Council. You are encouraged to review the supporting information enclosed. Lunch will be provided at a nominal cost.

Members are reminded of the importance of attendance by yourself or a proxy. Any time that a quorum is not present, we cannot conduct the meeting. Please set aside sufficient time for the meeting, and for all matters to be reviewed and acted upon by the Management Committee. Your presence and vote count.

**MAG MANAGEMENT COMMITTEE
TENTATIVE AGENDA
April 12, 2000**

COMMITTEE ACTION REQUESTED

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| <p>1. <u>Call to Order</u></p> | |
| <p>2. <u>Approval of March 8, 2000 Meeting Minutes</u></p> | <p>2. Review and approve March 8, 2000 meeting minutes.</p> |
| <p>3. <u>Call to the Audience</u></p> <p>An opportunity will be provided to members of the public to address the Management Committee for items that are not included on the agenda. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Management Committee requests an exception to this limit.</p> | <p>3. For information.</p> |
| <p>4. <u>Executive Director's Report</u></p> <p>The MAG Executive Director will provide a report to the Management Committee on activities of general interest.</p> | <p>4. For information and discussion.</p> |
| <p>5. <u>Approval of Consent Agenda</u></p> <p>Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk.</p> | <p>5. For information, discussion and recommendation to approve the Consent Agenda.</p> |

***ITEM PROPOSED FOR CONSENT**

AIR QUALITY ITEMS

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| <p>*6. <u>Amendment to the FY 2000-2004 MAG Transportation Improvement Program to Include Funding for the 2000 Summer Ozone Education Program</u></p> <p>In the summer of 1999, MAG and the Regional Public Transportation Authority in a partnership with the business community, conducted a Summer Ozone Education Program. This</p> | <p>6. For information, discussion and recommendation to amend the FY 2000-2004 MAG Transportation Improvement Program to include \$300,000 for the FY 2000 Summer Ozone Education Program, using Congestion Mitigation Air Quality Improvement funds from the close out of the FY 2000 MAG federal program.</p> |
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program is important to help this region have no exceedances of the ozone standard for the fourth consecutive year. In February 2000, the Regional Council approved an amendment to the FY 2000-2004 MAG Unified Planning Work Program and Annual Budget to include \$300,000 for the Summer Ozone Education Program. It was thought at that time that the funding for this program was included in the FY 2000-2004 MAG Transportation Improvement Program. We have since found that this funding was inadvertently omitted from the TIP and it is now necessary to amend the TIP to include the funds. Congestion Mitigation Air Quality (CMAQ) funds are available from the closeout of the FY 2000-2004 MAG TIP. These funds will be used by the Regional Public Transportation Authority to conduct the program in partnership with the business community. Please refer to the enclosed material.

*7. Consultation on Conformity Assessment for an Amendment to the FY 2000-2004 MAG Transportation Improvement Program

An amendment to the FY 2000-2004 MAG Transportation Improvement Program (TIP) is necessary to add the Summer Ozone Education Program project for FY 2000. The estimated federal cost of the project is \$300,000 in available Congestion Mitigation Air Quality (CMAQ) funds. In addition, the City of Phoenix, in conjunction with ADOT, has requested to advance the design, acquisition of right of way, and construction of the Santan/I-10 Traffic Interchange, Phase I (Pecos Road) from FY 2002 and FY 2003 to FY 2000 in the FY 2000-2004 MAG TIP. This facility is scheduled to be open to traffic in FY 2002.

MAG has reviewed the projects for compliance with the federal conformity rule (40 CFR Parts 51 and 93) and found that the project changes require consultation on the conformity assessment. The Summer Ozone Education Program project may be categorized as exempt, for which conformity determinations are not required. The proposed Santan/I-10 Traffic Interchange minor project revisions may be characterized as administrative adjustments for which a conformity determination is not required. The current conformity finding of the TIP and the

7. For information, discussion and consultation.

associated Long Range Transportation Plan Summary that was made jointly by the Federal Highway Administration and Federal Transit Administration in a letter dated June 10, 1999, would be unchanged by these actions. Please refer to the enclosed material.

GENERAL ITEM

- *8. Amendment of the FY 2000 MAG Unified Planning Work Program and Annual Budget to Include the Transportation and Community System Preservation Program Regional Growing Smarter Implementation Plan

In July 1999, MAG applied for a Transportation and Community System Preservation Program grant to assist the MAG member agencies in the implementation of the Governor's Growing Smarter initiative. We have recently been informed that we have been successful with this grant application and will receive \$295,000. The grant proposal includes the formation of a planning team of local government senior planning staff. This team will meet regularly to address some of the technical aspects of the project. In addition, MAG will assist cities in support of the growing smarter requirements. In addition, MAG will create tools and techniques specific to the implementation of Growing Smarter to help analyze the impacts of growth. We are also anticipating that this planning effort will be closely integrated with the development of the new regional transportation plan. Please refer to the enclosed material.

8. For information, discussion and recommendation to amend the FY 2000 MAG Unified Planning Work Program and Annual Budget to include the Transportation and Community System Preservation Program Regional Growing Smarter Implementation Plan for an amount of \$295,000.

ITEMS PROPOSED TO BE HEARD

TRANSPORTATION ITEMS

9. Requested Change to the MAG Regional Freeway Program to Add a Project for State Route 51 (5 minutes)

The Arizona Department of Transportation has requested that a new construction project for the Sweetwater to Greenway Road segment of State Route 51 be added to the MAG Regional Freeway Program. The new project is exempt from conformity requirements and is needed so

9. For information, discussion and recommendation to approve the request to add the exempt Greenway to Sweetwater Road noise wall project to the Regional Freeway Program.

that necessary noise mitigation and other changes can be made to this segment which opened to traffic in June 1999. To ensure each completed construction project meets noise mitigation and other objectives, ADOT monitors conditions once a new segment opens. If the noise readings exceed the maximum decibel level in the ADOT noise policy and if the neighborhoods were developed before date of public knowledge, then ADOT pursues additional noise mitigation. Based on noise readings and other monitoring along the Sweetwater to Greenway Road segment of SR51, ADOT has determined that some of the noise walls need to be extended and the construction of new walls in some locations is needed to mitigate the noise levels to meet the federal noise standard. In addition, minor drainage improvements, the widening of one of the Bell Road ramps, and minor sidewalk and curb work is needed.

ADOT estimates that the cost of these improvements is \$1.83 million. The planned advertisement for this new project is June 2000 following MAG and State Transportation Board approval of the change. Please refer to the enclosed material.

10. Acceleration of State Route 51 Freeway From Union Hills to the Pima Freeway (5 minutes)

The City of Phoenix has requested that the segment of State Route 51 connecting Union Hills to the Pima Freeway interchange, be accelerated in the Draft FY 2001-2005 MAG Transportation Improvement Program so that it is completed at the same time as the Bell Road to Union Hills project. Presently, the Union Hills to Pima segment is planned to be completed in June 2005. The Bell Road to Union Hills section is scheduled for completion in December 2003. The estimated construction cost of this segment is \$15.2 million. Phoenix has also agreed to pay for the cost of providing a connection from SR 51 to the new arterial Black Mountain Parkway that is estimated to cost \$18.4 million. Phoenix has applied for a loan from the Highway Expansion and Extension Loan Program (HELP) to provide the necessary financing for this project. The

10. For information, discussion and recommendation to approve the requested acceleration of the Union Hills to the Pima Freeway segment of State Route 51 in the Draft FY 2001-2005 MAG Transportation Improvement Program using a loan from the Highway Expansion and Extension Loan Program.

HELP technical advisory committee has tentatively approved the financing.

The 18-month acceleration would require a \$15.2 million HELP loan. Phoenix would be responsible for its share of the interest expense as provided for by the MAG Freeway Acceleration Policy. The City's share of the interest is estimated to be \$597,500. The Regional Freeway Program will pay the balance of the interest, which is estimated to be \$464,765. If revenues are higher or lower than anticipated, the repayment to Phoenix would be adjusted accordingly so that no other projects in the program are affected. Please refer to the enclosed material.

11. Amendment to the FY 2000-2004 MAG Transportation Improvement Program to Accelerate the Design, Acquisition of Right of Way and Construction of the Santan/I-10 Traffic Interchange, Phase I (Pecos Road) Project from FY 2002 and 2003 to FY 2000 (5 minutes)

In February 1999, the Regional Council approved the City of Phoenix proposal to advance the completion of the Santan/I-10 Traffic Interchange, Phase I (Pecos Road) Project from FY 2002 to FY 2000. Under this proposal, the City of Phoenix would lend the Program the necessary funds to advance right of way, design and construction to meet the June 2001 completion date. Phoenix would pay a portion of the interest expense of the GAN based on the MAG Loan Policy and Guidelines. On June 9, 1999, the Regional Council approved the FY 2000-2004 MAG Transportation Improvement Program (TIP). Since that time, on March 13, 2000, ADOT and Phoenix finalized the GAN financing agreement. It is now necessary to amend the FY 2000-2004 MAG TIP to include the three projects with the accelerated date. Due to the project not being open to traffic until FY 2002, there are no Air Quality Conformity analysis impacts. Please refer to the enclosed material.

12. Status Report on the MAG Regional Aviation System Plan Update (5 minutes)

In September 1999, the Regional Council approved amending the MAG Unified Planning

11. For information, discussion and recommendation to amend the FY 2000-2004 MAG Transportation Improvement Program to include 202L Santan Freeway: Santan/I-10 TI, Phase I, Pecos Road Connection; Design TI Ramps; 202L Santan Freeway: Santan/I-10 TI, Phase I, Pecos Road Connection; Acquire Right of Way; and 202L Santan Freeway: Santan/I-10 TI, Phase I, Pecos Road Connection; Construct TI Ramps in FY 2000.

12. For information and discussion.

Work Program to include funding from the Federal Aviation Administration for the update of the MAG Regional Aviation System Plan. To develop the Plan, MAG issued a Request for Proposals in February 2000. In response to the RFP two proposals were received, but neither were deemed to be responsive by a multiagency review group comprised of technical staff of MAG member agencies. The RFP was then reissued in March with clarifying language and more detail on the data available for the project. In response to the reissued RFP MAG received proposals from Michael Baker Jr. Inc, and GRW Willis. On March 31, 2000, the MAG RASP Consultant Review Group interviewed the two firms and recommended that GRW Willis be selected, subject to certain conditions to undertake the study at a cost not to exceed \$235,000. On April 3, 2000, a meeting of the MAG RASP Policy Committee was convened to consider the recommendation. A quorum was not achieved and no action was taken. The consensus of those in attendance was for MAG to solicit additional input on the scope of work for the project. It was also the consensus that MAG staff draft a set of study assumptions that would serve as the basic framework for the MAG RASP Update. These assumptions would be circulated among technical staff and members of the Policy Committee for review and input. Discussions with the consultant on the scope of work are proceeding and the MAG RASP Policy Committee will make a recommendation at a meeting in May. Please refer to the enclosed material.

GENERAL ITEMS

13. Desert Spaces Plan Implementation Task Force Draft Final Report (5 minutes)

In October 1999, the Desert Spaces Plan Implementation Task Force Draft Final Report was presented to the Management Committee for discussion. The Task Force is now requesting that the Final Report be approved. The recommendations of the Task Force include the following; (1) formation of a citizen's committee to provide leadership for the implementation of the Plan; (2) disseminate the policies and guidelines for environmentally sensitive

13. For information, discussion and recommendation to approve the Desert Spaces Plan Implementation Task Force Draft Final Report.

development areas and work with affected groups to implement the policies and guidelines; (3) Use the Desert Spaces Plan in commenting on proposed local, state and federal land use decisions; (4) seek funding sources to acquire, protect and maintain region-wide conservation areas identified in the Desert Spaces Plan and (5) support implementation of the Plan through a variety of methods. Please refer to the enclosed material.

14. Environmentally Sensitive Development Areas Policies and Design Guidelines (5 minutes)

In October and November 1999, the Environmentally Sensitive Development Areas Policies and Design Guidelines were presented to the Management Committee and Regional Council for discussion. These policies address retention areas that were identified in the Desert Spaces Plan, adopted by the Regional Council in 1995. The policies and design guidelines were developed by a subcommittee of the MAG Desert Spaces Implementation Task Force with input from the development community, environmental preservationists, and other stakeholders. The Subcommittee referred to these Retention Areas as Environmentally Sensitive Development Areas (ESDA). The Desert Spaces Plan suggested that growth and development in Retention Areas should be managed sensitively to balance development with natural resources values. ESDA or Retention Areas, include 759,100 acres of publicly owned land, and 566,643 acres of privately owned land with high open space value, recommended for sensitive development regulations. The purpose of the policies and guidelines are to help guide public and private sector individuals to work together to sensitively manage these ESDA lands. Please refer to the enclosed material.

14. For information, discussion and recommendation to approve the Environmentally Sensitive Development Areas Policies and Design Guidelines.